HONDA ServiceNews May 2006

Helping you fix it right the *first* time - *every* time

Need Hours of Operation? You'll Find Them on the *i*N

Need to know what hours Tech Line or the Remanufactured Parts Operation Tech Line are open for business? The answer is just a couple of clicks away on the *i*N. Here's how you find them:

Tech Line

1. From the *i*N main menu, click on **SERVICE**.
2. Click on **Tech Line**.
3. Click on Tech Line.
4. Select the model, year, and keyword for the vehicle you're working on, then click on **Search**.
5. Click on **Tech Line** above the list of publications.
6. Click on Tech Line Hours of Operation.

Remanufactured Parts Operation Tech Line

Audio, Navigation, RES

1. From the *i*N main menu, click on **SERVICE**.
2. Click on **Audio**.
3. Click on Warranty Audio Order.
4. Select the model, year, and keyword (**AUDIO**, **NAVIGATION**, or **RES**) for the vehicle you're working on, then click on **Search**.
5. Click on **Warranty Audio Order** above the list of publications.
6. Enter the VIN and the mileage for the vehicle you're working on, then click on **Submit**.
7. Click on Hours of Operation at the bottom of the Warranty Audio Order form.

A/T

1. From the *i*N main menu, click on **SERVICE**.
2. Click on **Automatic Transmission**.
3. Click on Warranty A/T Order.
4. Select the model and year of the vehicle you're working on, then click on **Search**.
5. Click on **Warranty Automatic Transmission Order** above the list of publications.
6. Click on Hours of Operation at the bottom of the Warranty Automatic Transmission Order form.

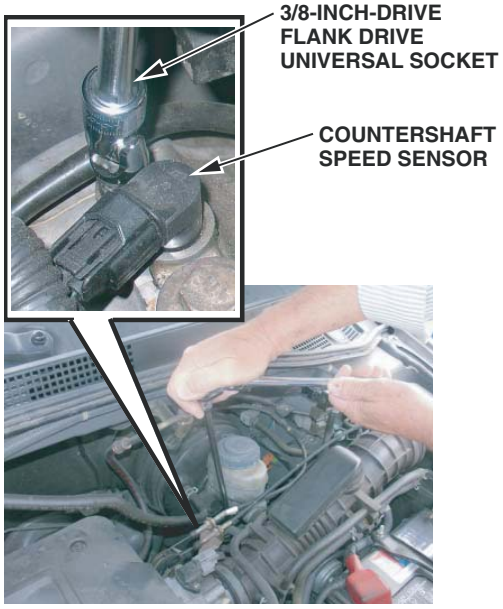
Remember these locations. This info won't be available anymore as an *i*N message.

Be Careful Removing the Countershaft Speed Sensor

NOTE: This article applies to '03–04 Accord V6s, '02–04 Odysseys, and '03–04 Pilots.

If you're doing S/B 04-021, *Safety Recall: Automatic Transmission Second Gear Inspection*, or S/B 04-037, *Safety Recall: Accord V6 Automatic Transmission Second Gear Inspection*, be really careful removing the countershaft speed sensor bolt in step 4 to do your inspection.

The reman centers have gotten back a number of failed A/T cores with damaged countershaft speed sensor housings. They've determined the damage was caused from tool contact when removing the 10-mm mounting bolt. Considering how close that bolt is to the sensor housing—and the tight space you've got to work with using a socket and extension—it's no surprise the housing could get damaged.



Fortunately, we've found a solution for this problem. The Snap-on folks make a nifty 3/8-inch-drive flank drive® universal socket. We tested this socket and had no trouble safely removing the countershaft speed sensor. Its swivel base lets you angle the extension away from the sensor housing yet still have enough leverage to loosen the bolt. Here's the ordering info:

- **3/8-Inch-Drive Flank Drive® Universal Socket (10 mm) (6-Point):**
  Snap-on P/N FSUM10A
  or
- **3/8-Inch-Drive Flank Drive® Universal Socket (10 mm) (12-Point):**
  Snap-on P/N FUM10A

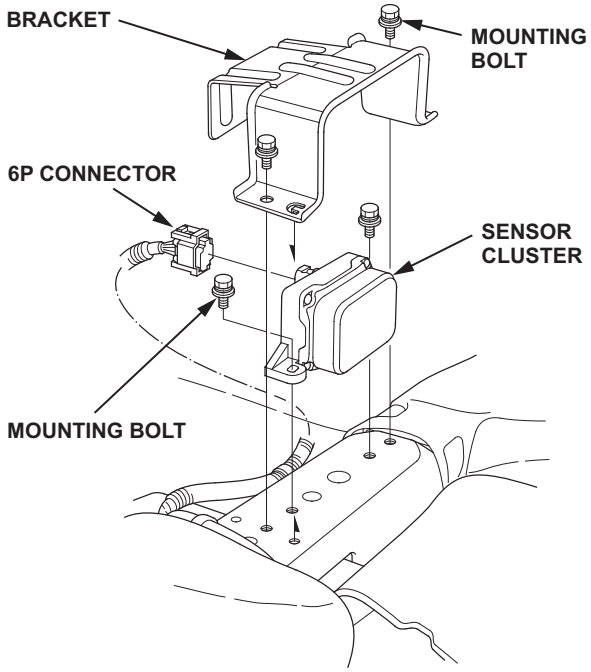
VSA System Indicator On After Sensor Cluster R&R

Did the VSA system indicator come on during your test-drive of a ’05–06 CR-V after replacing the sensor cluster? It’s possible you mounted the sensor cluster backwards. Since this cluster contains the yaw rate sensor, lateral acceleration sensor, and longitudinal acceleration sensor, mounting it backwards would cause any or all of these VSA DTCs to set and the VSA system indicator to come on:

- VSA DTC 25 (yaw rate sensor)
- VSA DTC 26 (lateral acceleration sensor)
- VSA DTC 28 (longitudinal acceleration sensor)

Refer to page 19-97 of the ’05–06 CR-V S/M, and make sure you installed the sensor cluster exactly like it says. (Online, enter keyword **SENSOR CLUSTER**, and select **VSA Sensor Cluster Replacement** from the list.).

Your installation should look like this:



ABS DTC 54, VTM-4 DTC 44 or Both Set

Working on a ’03–04 Pilot with ABS DTC 54 (main relay stuck off), VTM-4 DTC 44 (VTM-4 relay), or both DTCs set? Before you go and replace the ABS modulator-control unit or the VTM-4 control unit, first check the WHT wire at the positive battery terminal. It’s the power supply for the auxiliary fuse box next to the battery. If that wire is loose or there’s a bad connection, those DTCs can set. A bad connection can be intermittent or continuous. To fix this problem, repair the wire as needed, and clear the DTC(s).

No. 6 Fuse in Driver’s Under-Dash Fuse Box Blows Often

Extra screws rolling around in the passenger’s vanity mirror of a ’06 Odyssey can cause the No. 6 (7.5A) fuse in the driver’s under-dash fuse box to blow often or to blow occasionally. To fix this problem, remove the vanity light lens, and remove any extra screws you find inside the mirror. Reinstall the lens, and replace the blown fuse.

Noticeable Ticking Through Audio System Speakers

The intake manifold tuning valve (IMT) in a ’06 Civic can cause a noticeable ticking through the audio system speakers. You’ll hear it with the ignition switch turned to ON (II) whether or not the engine is running. And you’ll really hear it if you’re tuned to lower-frequency FM stations. To fix this problem, use the HDS with 2.004.004 or later software to update the ECM/PCM.

Use Those Sound Quality and Skip Test CDs

All Honda dealerships were sent three CDs to troubleshoot audio unit sound quality and CD-skipping problems. Make sure you use them before ordering a reman audio unit. Here’s the low-down on each CD:

- **Audio Diagnostic CD:** This CD (P/N 07AAZ-SDBA100) has different sounds you can use to troubleshoot sound output and quality problems.
- **Skip Test CD:** This CD (P/N 07AAZ-SDBA200) has fingerprints and other markings to simulate a dirty CD. A good CD player/changer should be able to play tracks 7 thru 11 and 13 thru 15 of this CD without skipping.
- **Skip Test CD:** This CD (P/N 07AAZ-SDBA300) has scratches on it. A good CD player/changer should be able to play tracks 2 thru 9 of this CD without skipping.

Most recent S/Ms have several audio sound quality troubleshooting procedures that use these CDs. (Online, enter keyword **SOUND**, and select from the list.)

Don't Order Reman Units for New or Gray Market Vehicles

Need to replace the audio, navigation, or RES unit in a new or gray market car or truck? **Don't** order a reman unit. Here's why:

- New (unsold) cars or trucks must be repaired with new parts. After the car or truck has been sold to a retail customer, you must then use reman units for any warranty repairs.
- Gray market cars or trucks or those built for other markets must be repaired with new parts or by sending the failed unit to the supplier for out-of-warranty repair. Non-USA market audio, navigation, or RES units are different; they can't be returned for core credit.

Left Sliding Door Doesn't Work, Buzzes Three Times

If the left power sliding door on a '99–04 Odyssey doesn't work and the buzzer sounds three times, don't replace the power sliding door motor for DTC 21 (SLSE1) or DTC 24 (SENSOR) just yet. Check first for a poor connection at T103 on the positive battery terminal, or check for a blown 30A fuse (No. 61 in the multi-fuse/relay box A on '99–02 models; No. 81 in the under-hood sub fuse box on '03–04 models). A loose or corroded connection can cause this problem to be intermittent. To fix the problem, repair the connection as needed, replace the fuse if blown, and clear the DTC.

Vehicle Wire Harness Now Supports Back-Up Circuit

In the June '05 issue of *ServiceNews*, we told you the 7P trailer connector for '06 Ridgelines doesn't support back-up lights (see "Back-Up Lamp Circuit Can't Handle Additional Load"). Well, things have changed since then.

All '06 Ridgelines built since August 24, 2005, come with a new vehicle wire harness that supports the back-up light circuit. It's important to keep in mind, though, this new harness **won't** work with the Accessory Trailer Harness Kit (P/N 08L91-SJC-100, H/C 7969140). So if you've got any of those kits gathering dust in your dealer parts stock, you might consider purging them.

The old kit has been superseded to P/N 08L91-SJC-100B, H/C 8354383). The new kit works with **all** '06 Ridgelines. For info on the correct kit application, check out PIB A05-0002, *Accessories and Touch-Up Paint 2007 Ridgeline*.

Always Check Parts List in S/M After SRS Deployment

If you're doing collision repairs on a car or truck that had an SRS deployment of any kind, make sure you check out **Component Replacement/ Inspection After Deployment** in the SRS subsection of the appropriate S/M. It lists all the parts you've got to replace for that model and model year based on which SRS component(s) deployed. Doing this will ensure a first-time fix and will spare you needless troubleshooting time.

Replace Seat Frame After Side Airbag Deployment

Repairing a '06 Civic or Civic Hybrid that was in a collision and a side airbag deployed? Don't forget to replace the seat frame for the seat the airbag deployed from. It's one of the items listed under **Component Replacement/Inspection After Deployment** in the SRS subsection of the appropriate S/M. Here are the items you've got to replace:

- SRS unit
- Deployed side airbag(s)
- Side impact sensor(s) (first) for the side(s) that deployed
- Side impact sensor(s) (second) for the side(s) that deployed
- B-pillar lower trim
- **Complete seat frame**

Tick or Rattle from Right Front Going Over Bumps

Got a '06 Civic sedan that ticks or rattles from the right front of the car when going over bumps? (This sound resembles a noisy front damper.) A bad side engine mount (P/N 50820-SNA-013, H/C 8146615) could be the culprit.

To check for this, bounce the right front corner of the car several times. If you hear a ticking, you've got a bad side engine mount. Refer to page 5-22 of the '06 Civic S/M, and replace the side engine mount. (Online, enter keyword **SIDE ENGINE MOUNT,** and select **Side Engine Mount Replacement...**from the list.)

Tire Pressure Reads *Lower* on MID Than on Tire Gauge

If you set the tire pressures with a simple tire pressure gauge on a '05–06 Odyssey Touring model at high altitude—say, Denver, CO—the tire pressures you'll see on the MID will be **lower** than what you set with your gauge. There's really nothing wrong with the TPMS that needs fixing; it's working just like it should. It's all about altitude and its relationship to air pressure.

The TPMS sensors are mounted inside the tires; they're designed to measure absolute pressure (the actual pressure inside the tires). A simple tire pressure gauge, on the other hand, is designed to measure the pressure difference between the tire pressure and the atmospheric pressure. At sea level, the atmospheric pressure is about **14.7 psi.** But for every 1,000 feet you climb above sea level, it drops by about **0.5 psi**. This drop in atmospheric pressure is actually not linear, but the rule of thumb of 0.5 psi for every 1,000 feet above sea level is close enough for the TPMS.

So if you're in Denver—The Mile-High City (5,280 feet)—the atmospheric pressure is only about **12.2 psi**. That's a **2.5 psi** difference. If you set your front tire pressures to spec at **33 psi** with a simple tire gauge, the MID would read about **31 psi**.

As you drop down in elevation, the tire pressure readings on the MID and the tire pressure gauge readings will read closer together. At sea level, they'll read the same.

Accessory Third Row Sunshade Brackets in Stock

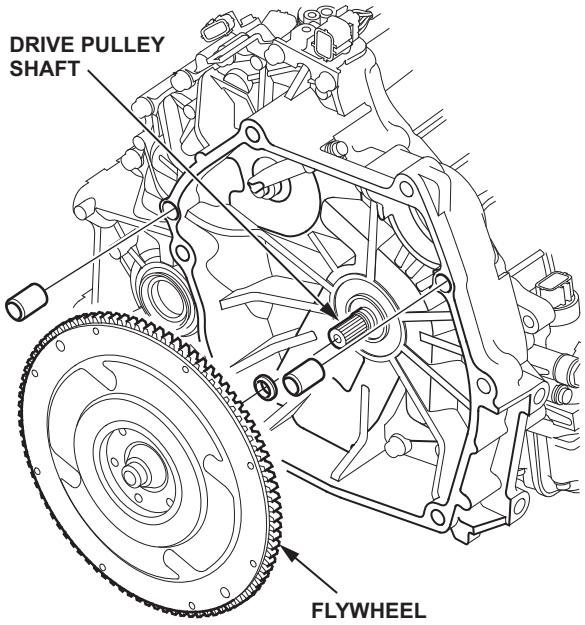
In the December '05 issue of *ServiceNews,* we told you about ordering a sunshade kit (P/N 08R12-SHJ-100, H/C 7779747) if the brackets for the accessory third-row sunshade in a '05–06 Odyssey fall off (see the article "Accessory Third-Row Sunshade Brackets Fall Off").

American Honda parts stock now carries these brackets individually so you don't need to order an entire kit just to fix a single bracket. Order P/N 08R12-SHJ-10003, H/C 8236820.

CVT Grinds or Won't Move in Any Gear

Revised 2/11/09

Got a '00–05 Civic HX or '03–05 Civic Hybrid CVT in your shop because it grinds or whines or it won't move in any gear? The problem could be stripped flywheel splines.



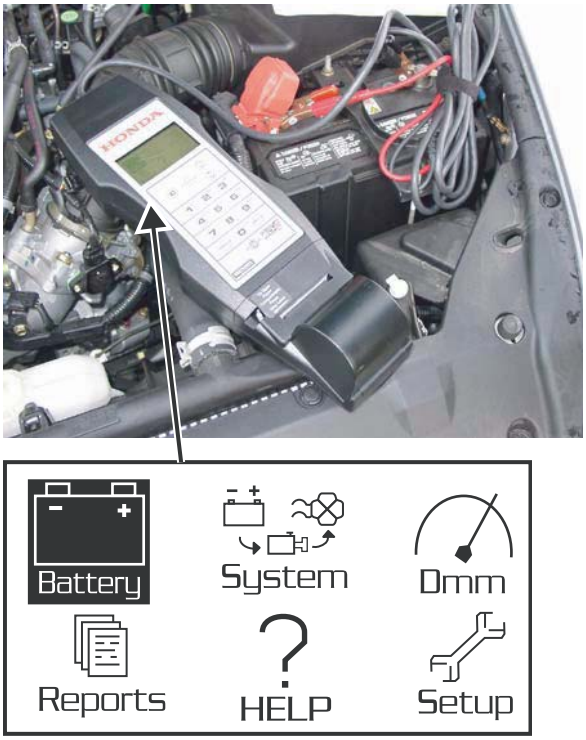
Follow these steps to check for and fix this problem:

1. Connect the HDS. Start the engine, shift into Drive, and monitor **DRIVE PULLEY rpm** in the **Data List**.
2. Note the value, and compare it with the value for **ENGINE SPEED**.
   - If the two values don't match, the flywheel splines are damaged. Turn off the engine, and disconnect the HDS. Go to step 3.
   - If the values are the same, continue with normal troubleshooting.
3. Refer to the CVT section of the appropriate S/M, and remove the transmission from the car. (Online, enter keyword **CVT**, and select **CVT Transmission Removal** from the list.).

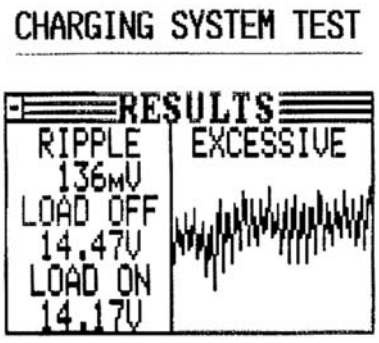
   Important Tip: To remove the damaged flywheel, you've got to turn it on the drive pulley shaft to line up what's left of its splines with the splines on the shaft. If you can't line up the splines, you might need to remove the transmission housing and grab the shaft to keep it from turning.
4. Refer to the CVT section of the appropriate S/M, and reinstall the transmission with a new flywheel. (Online, enter keyword **CVT**, and select **CVT Transmission Installation** from the list.)

Charging System Test Result Says RIPPLE EXCESSIVE

The Honda Electrical System Analyzer (ED-18) offers a fast and effective way to test automotive batteries. The ED-18 also features a System test that not only tests the battery but also tests the starter and the charging system.



Unfortunately, there's a glitch in the charging system test software, and you could wind up seeing **RIPPLE EXCESSIVE** on the test results even though the system is really OK.



Until we can come up with a fix for this problem, *don't use the System test on the ED-18*. If you need to test the charging system, use an approved charging system tester for the time being such as the Sun VAT-40 or the Minuteman Plus Alternator, Regulator, Battery, Starter Tester (A.R.B.S.T.).

ECM/PCM Replacement in '06 Civics and Civic Hybrids

Need to replace the ECM/PCM in a '06 Civic or Civic Hybrid? Make sure you follow the steps in S/B 06-011, *Immobilizer System (Type 6)* exactly as they're written. These new Civics are very different critters from their older siblings, so you can't rely on past knowledge of Civics to get the job done and get it done right.

In a nutshell, here's what you need to do to properly replace the ECM/PCM in '06 Civics or Civic Hybrids. For a complete description, check out **REPLACING THE ECM/PCM** on page 7 of the S/B:

Before Removal

- Save the maintenance minder percentage (oil life percentage) for the engine oil (select **READ** on the HDS). Do the same for ATF or CVT fluid if applicable.
- Clean the throttle body (if asked during the throttle body check).
- Short the SCS line to stop all ECM/PCM operations.

After Installation

- Remove the SCS line short.
- Enter the VIN into the new ECM/PCM.
- Transfer the maintenance minder percentage (oil life percentage) for the engine oil (select **WRITE** on the HDS). Do the same for ATF or CVT fluid if applicable.
- Rewrite the immobilizer system.
- Clear the PGM-FI code.
- Check the HDS for ECM/PCM updates for **PGM-FI** and, if equipped, **A/T (CVT)**. For Civic Hybrids, also check for updates for **IMA Motor** and **IMA Battery**.
- Do the idle learn procedure and the CKP pattern learn procedure.

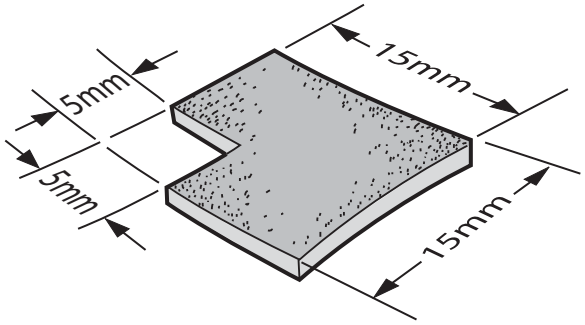
If for some reason you can't save or transfer the maintenance minder percentage, you'll need to replace the engine oil and, if applicable, the ATF or CVT fluid. This ensures the oil life is at 100 percent.

If you swap the ECM/PCM for test purposes, you just need to rewrite the immobilizer system and do the idle learn and CKP pattern learn procedures. If you decide, however, to permanently install an ECM/PCM, you'll need to reinstall the original unit and do all the above steps in order.

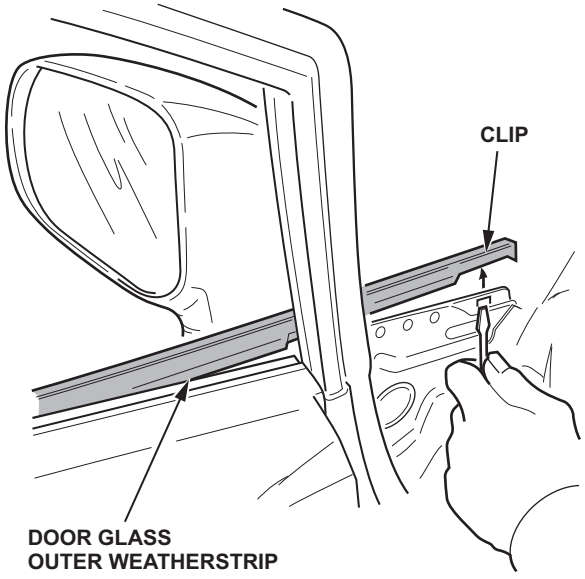
Wind Noise From the Left Power Mirror While Driving

On '06 Civic sedans, air passing across the glass run channel cutout in the driver's door glass outer weatherstrip can cause some noticeable wind noise while driving. (Service customers say it's coming from the left power mirror.) If you've got a car in your shop with this problem, follow these steps to quiet things down:

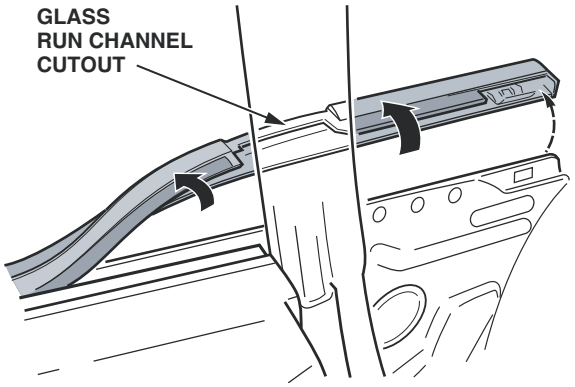
1. Cut a piece of 5-mm-thick, adhesive-backed foam that's **15 mm x 15 mm**. Cut a **5 mm x 5 mm** notch out of one corner. Peel off the paper backing, and keep the foam piece handy.



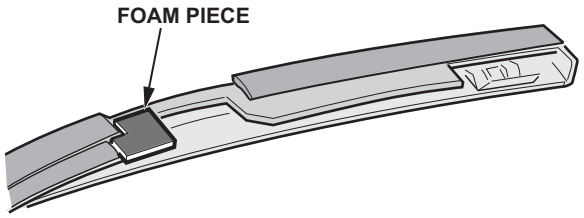
2. Open the driver's door. Release the clip on the front end of the door glass outer weatherstrip.



3. Carefully lift up the weatherstrip about **2 inches** above the door, and turn it away from you so you can access the glass run channel cutout.



4. Position the foam piece you made earlier on the weatherstrip with its notch against the rear edge of the glass run channel cutout. Press the piece firmly in place.



5. Reinstall the weatherstrip, and test-drive the car to make sure the noise is gone.

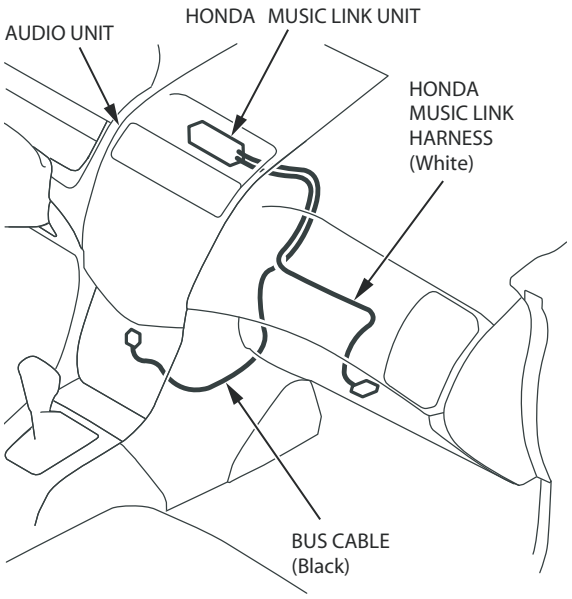
Honda Music Link: Read All About It

We've dedicated a bit of *ServiceNews* real estate lately talking about Honda Music Link (see "Music Link: Frequently Asked Questions" in the March '06 issue and "Honda Music Link Won't Work After Installation" and "Unplugging iPod From the Honda Music Link Harness" in the April '06 issue). It has dawned on us that some of you might be unfamiliar with Music Link or maybe a tad fuzzy on the details. So, here's some useful info we put together to help put you in the know.

Just the Basics

Honda Music Link is a cool accessory specially designed for Honda cars and trucks that lets you play tunes from an Apple® iPod® right through your car's or truck's audio system. You can search for and play your favorite tunes using the audio system's controls, and it even juices up the iPod's internal battery while you're doing it.

The basic kit includes the Honda Music Link Unit, a bus cable, the Honda Music Link harness, a CD-ROM, and the Quick Reference Guide. The mounting hardware is sold separately. The Honda Music Link unit mounts behind the dashboard. The bus (black) cable plugs into the Music Link unit and into the audio unit. The Music Link harness (white) plugs into the Music Link unit and feeds into the glove box. The iPod plugs into the harness connector and stays in the glove box while in use.



The Quick Reference Guide includes general info about Music Link along with some model-specific stuff to help get you up and running in short order. The CD-ROM includes a detailed User's Guide and some optional Honda TTS (text-to-speech) software that lets you play tunes by playlist, artist, album, or genre.

Music Link works **only** with the Apple iPod; *it won't work with other MP3 players*. And it works **only** with the 4th-generation iPod, iPod mini®, iPod nano®, and iPod U2 Special Edition®. If you've got an iPod shuffle® or a 3rd-generation or earlier iPod, sorry, you're out of luck.

Music Link works **only** in '06 Accords, Civics, CR-Vs, Element EXs, Odysseys, Pilot LXs and EXs, Ridgelines, and S2000s. There's a system conflict with Music Link in '06 Pilot EX-Ls right now, but once it's resolved, that model will be included. Major testing is also being done to check for compatibility with earlier Honda models, and depending on the results, earlier models may be added to the mix.

How It Works

Music Link gives you six ways to listen to your favorite tunes: Search Playlists, Search Artists, Search Albums, Search Genres, Shuffle All Albums, and Shuffle All Songs. Each disc number (1 thru 6) matches up with a category/play mode in Music Link.

Select	Category/Play Mode
Disc 1	Search Playlists*
Disc 2	Search Artists*
Disc 3	Search Albums*
Disc 4	Search Genres*
Disc 5	Shuffle All Albums
Disc 6	Shuffle All Songs

* To use these categories, you need to install and run the Honda TTS software on the computer you use with your iPod.

While playing tunes through Music Link, you won't see iPod info like song titles or artist's names on the audio unit display screen or on the navigation system display screen (if equipped). Music Link works much like a CD changer or an auxiliary accessory. With your iPod connected on some models, you'll see **CDC** or **CD4** on the display screen. You'll also see the disc number and the track number.

(cont'd)

Honda Music Link...(cont'd)

While playing tunes through Music Link, your iPod's controls are actually locked out; they don't work no matter how much you try fiddling with them. Instead, you make all your selections using the audio unit's controls. Unlike a CD changer, however, the audio unit's preset buttons (**1** thru **6**) don't directly match up with Music Link's categories and play modes. And if your car or truck has steering wheel audio controls, they might not work like they should or might not work at all. One final thing: Music Link has no voice recognition ability. Although it features voice prompts (Music Link actually talks to you), it won't respond to anything you say.

Let's Talk TTS

The Honda TTS (text-to-speech) software that comes on the CD-ROM is an optional software application that gives you more play modes. You can use Music Link without this software, but you're limited to just the Shuffle All Albums and Shuffle All Songs play modes. You install this software on the computer you use with your iPod. It scans the iPod library to create text-to-speech files (voice prompts) for the playlists, artists, albums, and genres on your iPod. It won't scan song titles, though. The TTS files are automatically saved in iTunes® (that's the iPod software program) and then copied onto your iPod. Music Link uses these voice prompts to help you search for tunes on your iPod while sitting in your car or truck.

To install the Honda TTS software, you need either OS X 10.3 or later software for a MacIntosh computer or Windows XP (SP2) or Windows 2000 (SP4) with TTS engine for a PC.

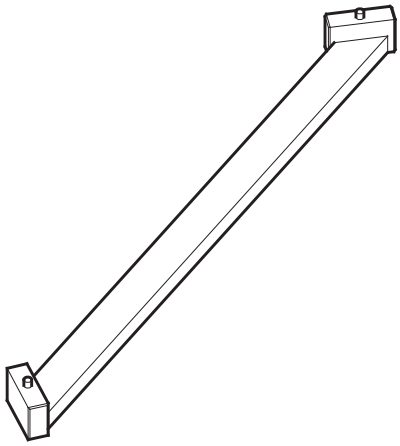
For More Info...

Want more info about Music Link? Check out these publications:

- PIB A05-0026, *Honda Music Link 2006 Honda Models* (on the *i*N)
- Accessory Installation Instructions (in ISIS)
- Quick Reference Guide (from the kit)
- User's Guide (on the CD-ROM from the kit)

Civic Engine Support Adapter Gets a New T/N

Newsflash! The T/N for the Civic engine support adapter has been changed to get in step with the numbering system used by the American Honda Tool and Equipment Program.



Here's the low-down:

- **T/N 07AAAKS5AA000** (old number)
- **T/N VSB02C000029** (new number)

We're updating S/B 99-018, *Required Special Tools and Equipment* to reflect this change. Other service-related publications will be updated as needed.

AUTOMOTIVE Youth Educational Systems YES ®

HONDA ServiceNews

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ASE CERTIFIED
WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION THROUGH
National Institute for AUTOMOTIVE SERVICE EXCELLENCE